3. The maximum rate of interest for the purposes of section 291 of the Public Health Act, 1936 (which provides that certain expenses recoverable by a local authority shall be a charge on premises and may be ordered to be paid in instalments, bearing interest in either case) shall, as regards expenses in respect of which the local authority have not, at the commencement of this order, determined a rate of interest, be five and a quarter per cent. per annum instead of four per cent. per annum as fixed by the Public Health (Rate of Interest) Order, 1952(a).

Given under the official seal of the Minister of Housing and Local Government this twelfth day of December, nineteen hundred and fifty-five.

(L.S.) *F. L. Edwards,*
Under Secretary,
Ministry of Housing and Local Government.

PUBLIC SERVICE VEHICLES, TRAMCARS AND TROLLEY VEHICLES

1955 No. 472

The Public Service Vehicles (Conditions of Fitness) (Amendment) Regulations, 1955

Made - - - -	*24th March,* 1955
Laid before Parliament	*30th March,* 1955
Coming into Operation	*1st April,* 1955

The Minister of Transport and Civil Aviation in exercise of the powers conferred upon him by sections 68 and 94 of the Road Traffic Act, 1930(b), and of all other powers him enabling in that behalf hereby makes the following Regulations:—

1.—(1) These Regulations shall come into operation on the first day of April, 1955, and may be cited as " The Public Service Vehicles (Conditions of Fitness) (Amendment) Regulations, 1955 ".

(2) The Interpretation Act, 1889(c), shall apply to the interpretation of these Regulations as it applies to the interpretation of an Act of Parliament.

2. The Public Service Vehicles (Conditions of Fitness) Regulations, 1941(d), as amended(e), shall have effect as though the following proviso were added to Regulation 14 thereof:—

" Provided that in the case of a vehicle registered on or after 1st January, 1955, this Regulation shall not apply to a brake operated by a hand lever without the intervention of any hydraulic, electric or pneumatic device if

(*a*) no universal joint is interposed between any such brake and the wheel or wheels so braked,

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(a) S.I. 1952/771 (1952 III, p. 2739). (b) 20 & 21 Geo. 5. c. 43. (c) 52 & 53 Vict. c. 63.
(d) S.R. & O 1941/514 (Rev. XX, p. 413: 1941 I, p. 1052).
(e) *See* S.R. & O. 1946/940, 1904, 2167 (Rev. XX, p. 413: 1946 I, pp. 1524–6); S.I 1950/667, 1240, 1954/1613 (1950 II, pp. 754, 756; 1954 II, p. 1849).

(*b*) the failure of any part through or by means of which the force necessary to apply the brake to any wheel is transmitted would not cause such wheel to become detached from the vehicle, and

(*c*) all the wheels of the vehicle are fitted with brakes all of which are operated by one means of operation."

Given under the Official Seal of the Minister of Transport and Civil Aviation this twenty-fourth day of March, 1955.

(L.S.)

John Boyd-Carpenter,
The Minister of Transport
and Civil Aviation.

EXPLANATORY NOTE

(This Note is not part of the Regulations, but is intended to indicate their general purport.)

Regulation 14 of the Public Service Vehicles (Conditions of Fitness) Regulations, 1941, provides that all brakes required to be fitted under the Regulations shall act directly on the wheels of the vehicle and not through the transmission gear. These Regulations amend the said Regulation 14 so that public service vehicles registered on or after the 1st January, 1955, can, under certain conditions, be fitted with brakes which do not operate directly on the wheels but through the transmission gear.

PURCHASE TAX

1955 No. 100

The Purchase Tax (No. 1) Order, 1955

Made - - - -	19*th January*, 1955
Laid before the House of Commons	21*st January*, 1955
Coming into Operation	24*th January*, 1955

The Lords Commissioners of Her Majesty's Treasury, by virtue of the powers conferred on them by subsection (1) of section twenty-one of the Finance Act, 1948(**a**), and subsection (4) of section twelve of the Finance Act, 1954(**b**), and of all other powers enabling them in that behalf, hereby make the following Order:—

1.—(1) At the end of Group 35 of Part I of the Eighth Schedule to the Finance Act, 1948, there shall be added the following paragraph:—

" (*f*) Motor units (assembled or unassembled) suitable for fitting to pedal bicycles to equip them with a system of mechanical propulsion ... ... 25 per cent."

(a) 11 & 12 Geo. 6. c. 49. (b) 2 & 3 Eliz. 2. c. 44.